Sacramento Area Council of Governments

SACOG

Connecting "the D's" to Vehicle Miles Traveled in the Sacramento Region

Presentation to

SB375 Regional Targets Advisory Committee

February 3, 2009

Purpose

- Show one practical, regional planning application of the D's
- Provide examples of MANY ways to reduce VMT going forward
- Demonstrate that system-wide improvements happen over time
- Stimulate focused RTAC discussion and debate

Outline

- Vehicle miles traveled as primary indicator
  - Defining area types by average VMT per household
- Land use characteristics of VMT-defined areas
- Drilling down to specifics in prototype areas
- Forecasting results

2005 VMT Per Household
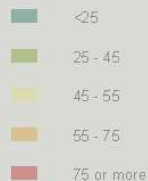

Miles Traveled

- <25
- 25 - 45
- 45 - 55
- 55 - 75
- 75 or more

2005 VMT Per Household

- **2005 reg. average VMT/HH = +/-50 miles**
  - **Dark green = Group 1--Very Low VMT (< 25 miles)**

  - **Light green = Group 2--Low VMT (25 – 45 miles)**

  - **Yellow = Group 3--Average(45-55 miles)**

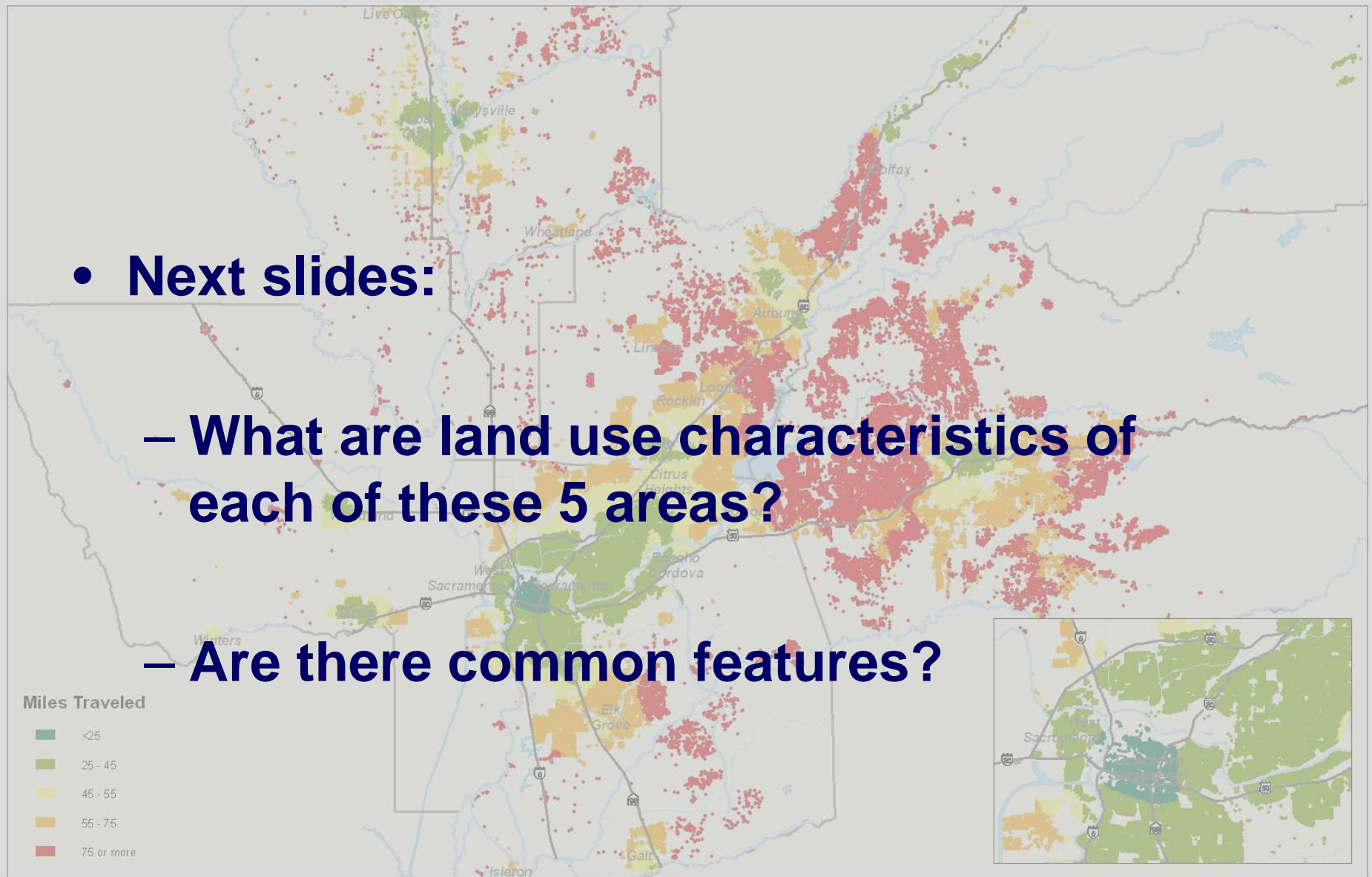 - **Orange = Group 4--High (55-75 miles)**

 - **Red = Group 5--Very High (75+ miles)**

Miles Traveled

- <25
- 25 - 45
- 45 - 55
- 55 - 75
- 75 or more

- **Next slides:**

  – **What are land use characteristics of each of these 5 areas?**

  – **Are there common features?**

Miles Traveled

- <25
- 25 - 45
- 45 - 55
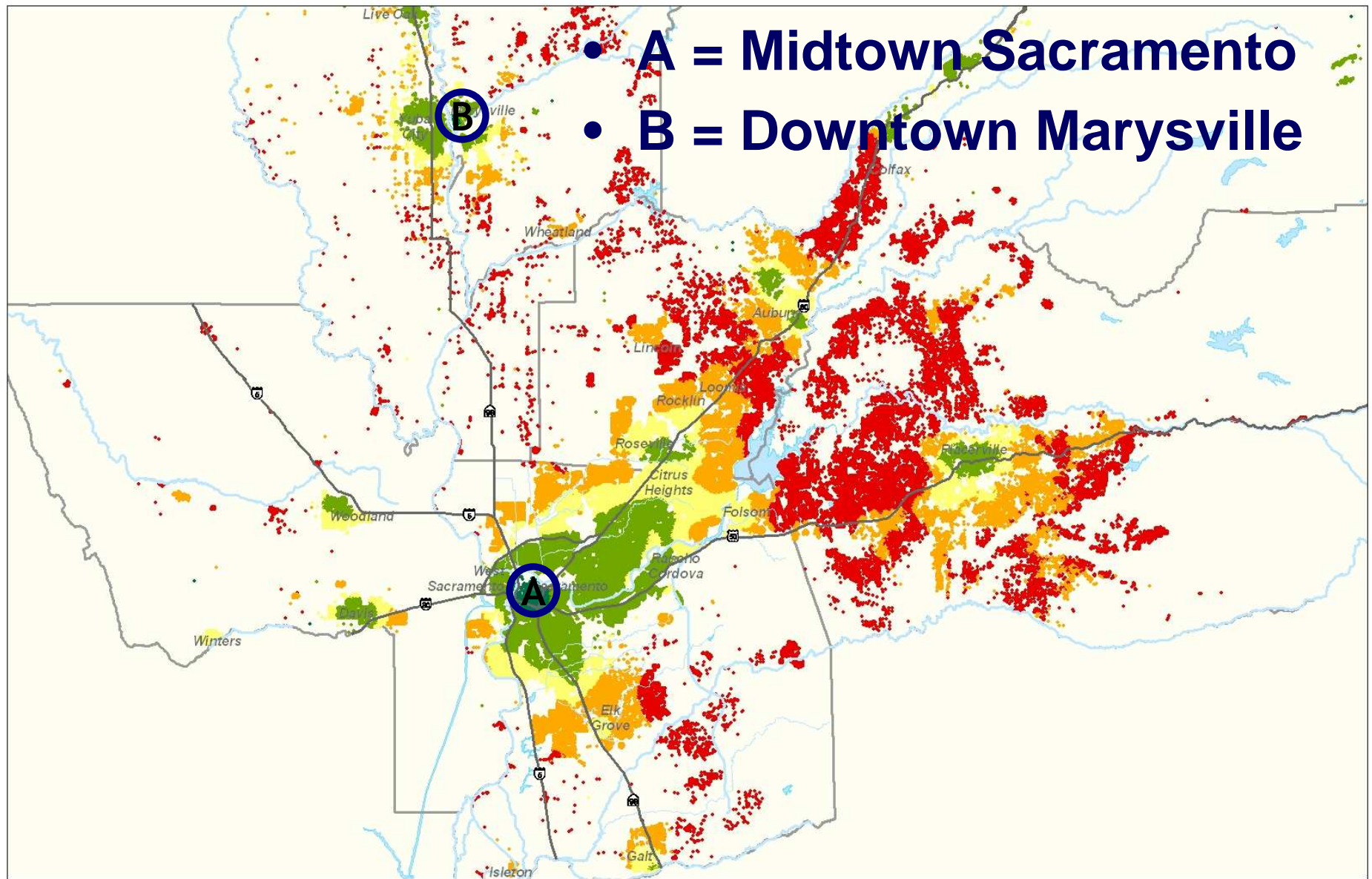- 55 - 75
- 75 or more

VMT Prototype Areas

- **18 Prototype areas**

- **2 to 4 prototypes areas per VMT group**

- **Areas spread across region**

- **Variety**

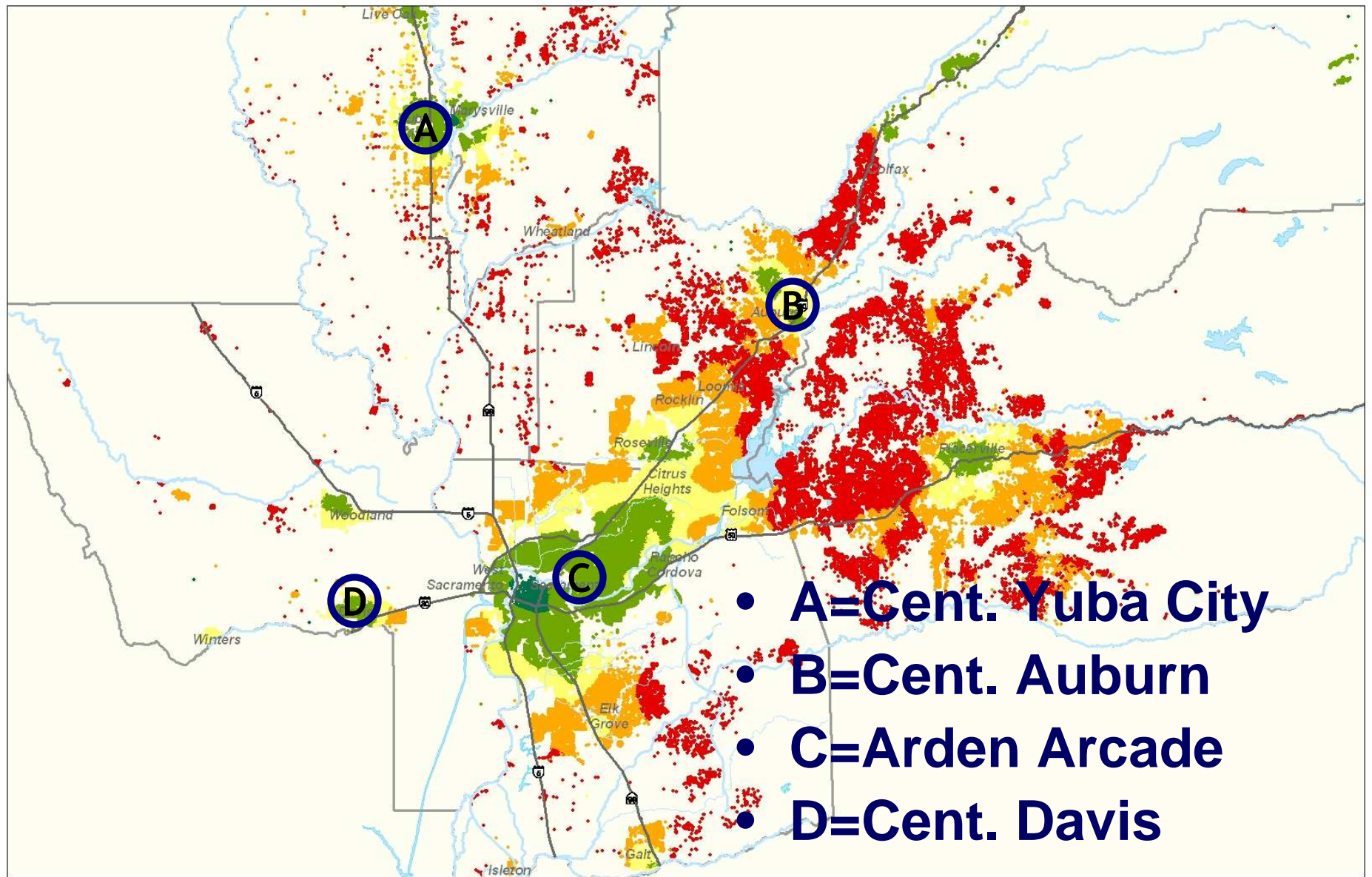- **Used the prototype areas to compare land uses and travel behavior**

Miles Traveled

- <25
- 25 - 45
- 45 - 55
- 55 - 75
- 75 or more
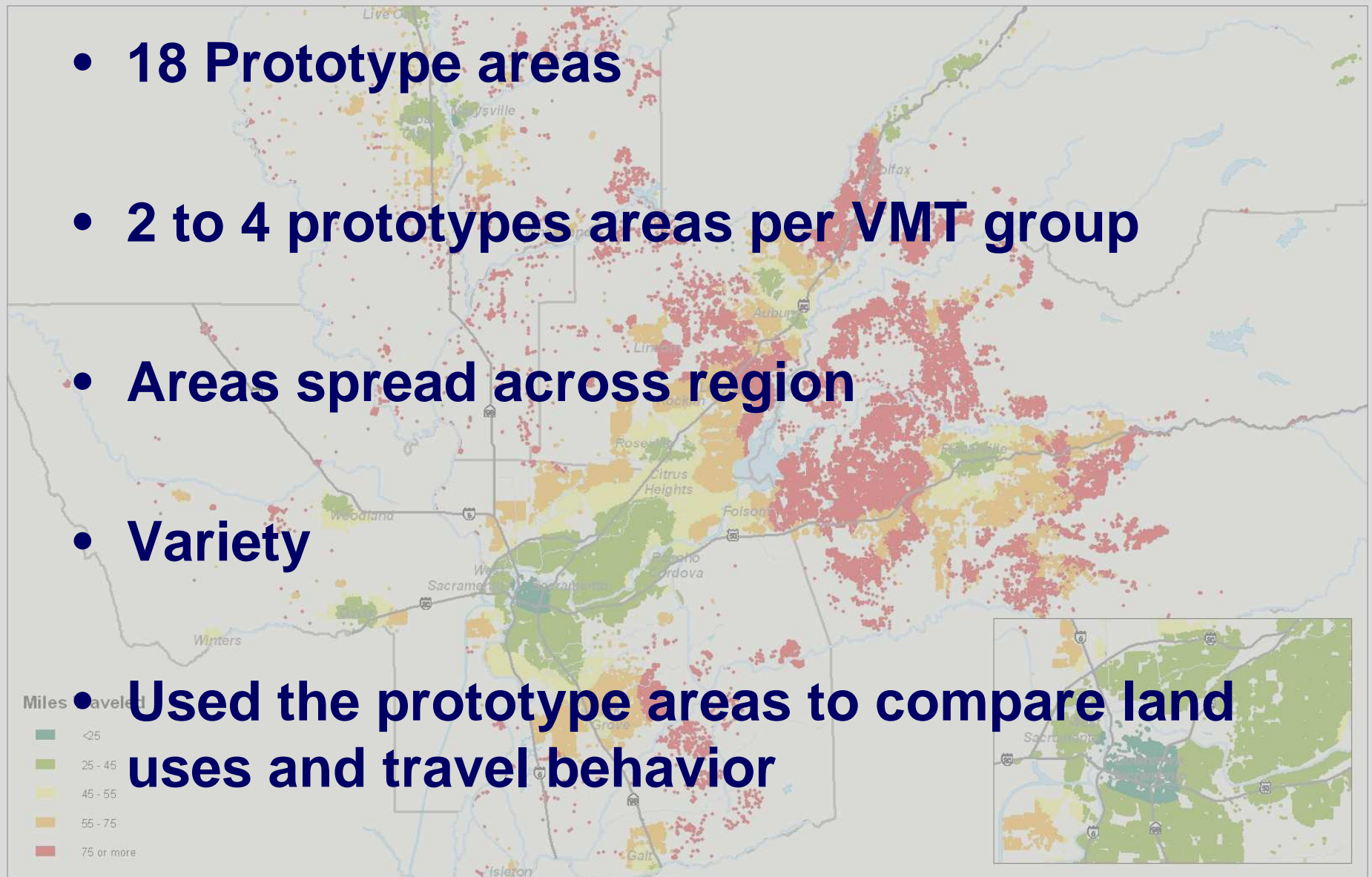
Very Low VMT Prototypes (Group 1)

- A = Midtown Sacramento
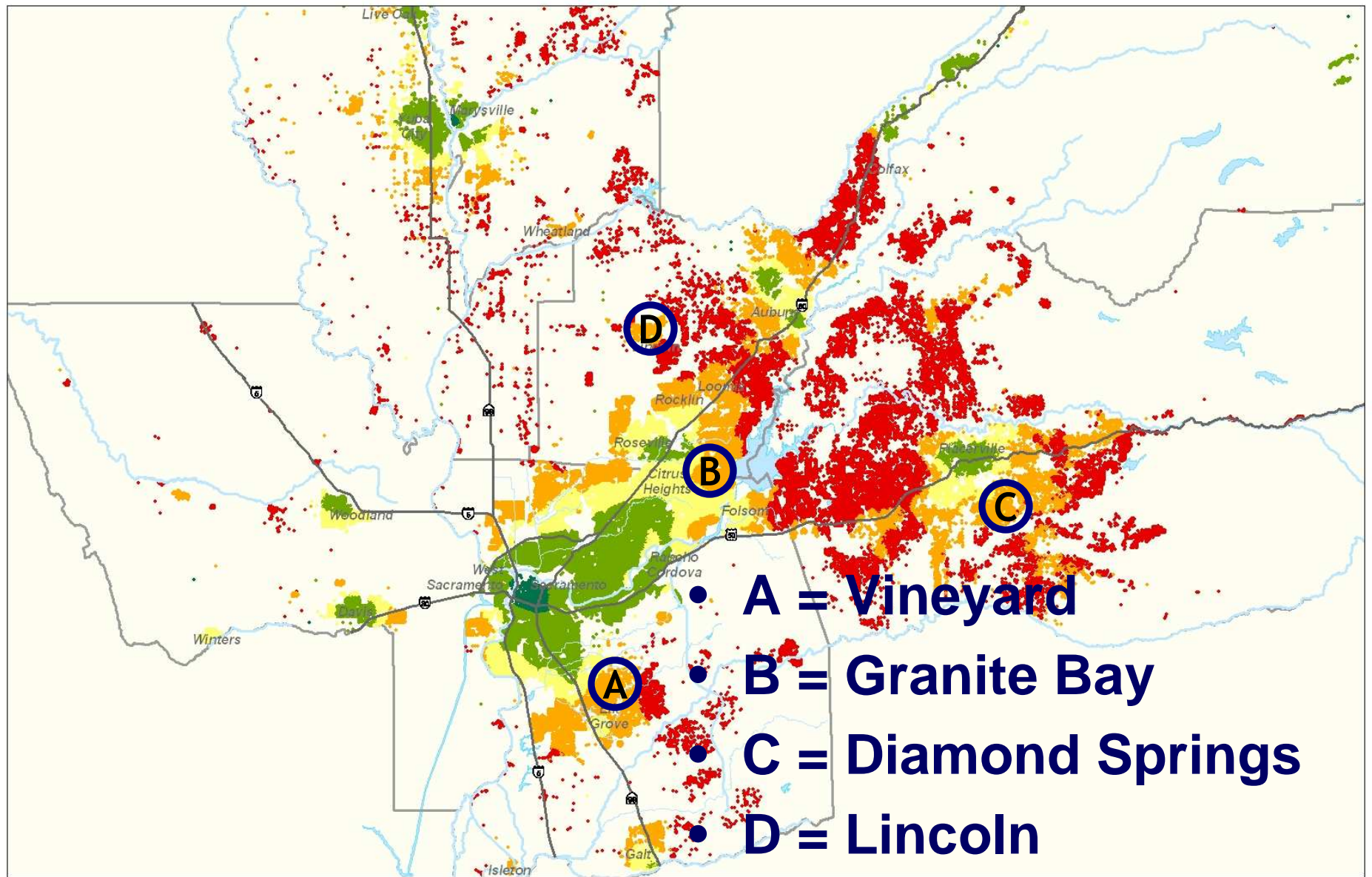- B = Downtown Marysville
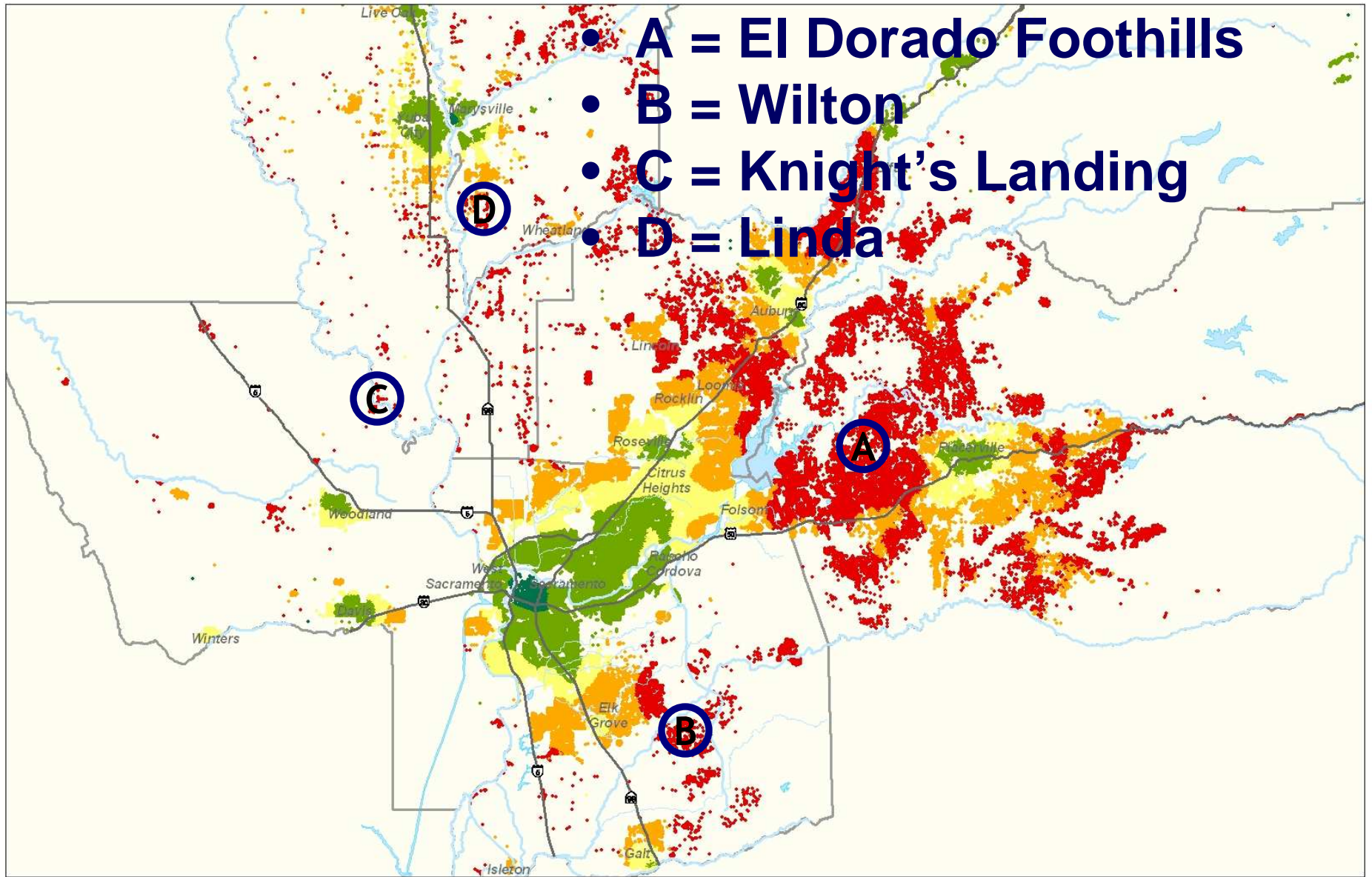
Low VMT Prototypes (Group 2)

- **A=Cent. Yuba City**
- **B=Cent. Auburn**
- **C=Arden Arcade**
- **D=Cent. Davis**

Average VMT Prototypes (Group 3)

- A = Citrus Heights
- B = Cent. Folsom
- C = Pocket
- D = South Sacramento

High VMT Prototypes (Group 4)
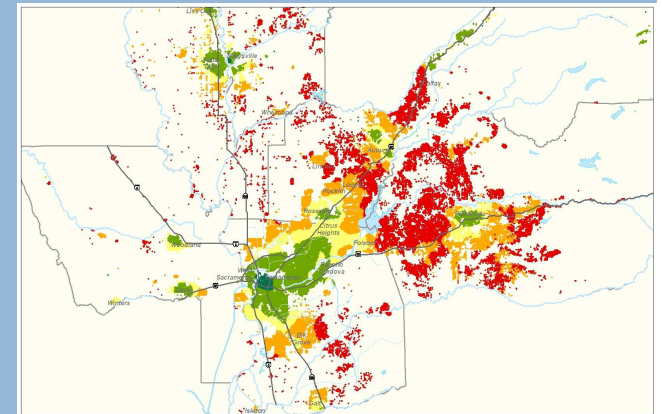

- A = Vineyard
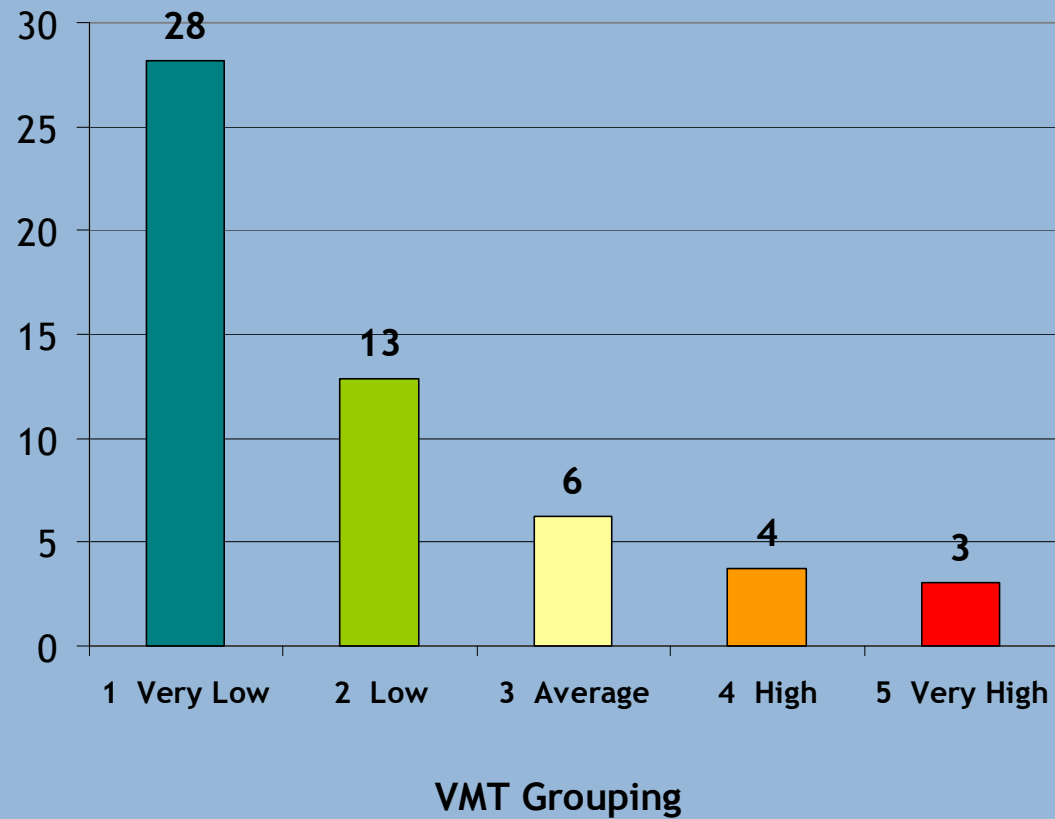- B = Granite Bay
- C = Diamond Springs
- D = Lincoln
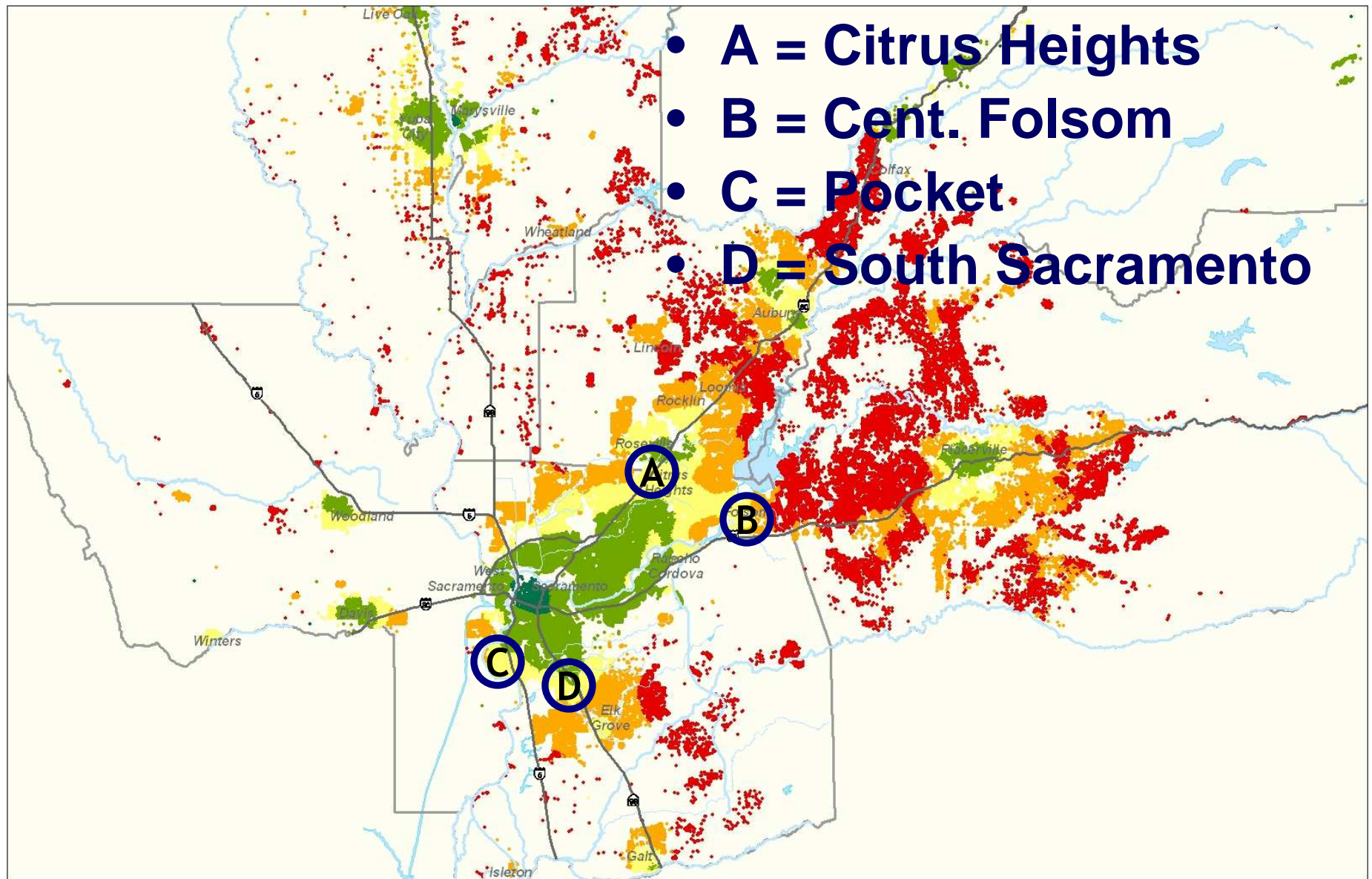
Very High VMT Prototypes (Group 5)

- A = El Dorado Foothills
- B = Wilton
- C = Knight's Landing
- D = Linda

Density in Prototype Areas

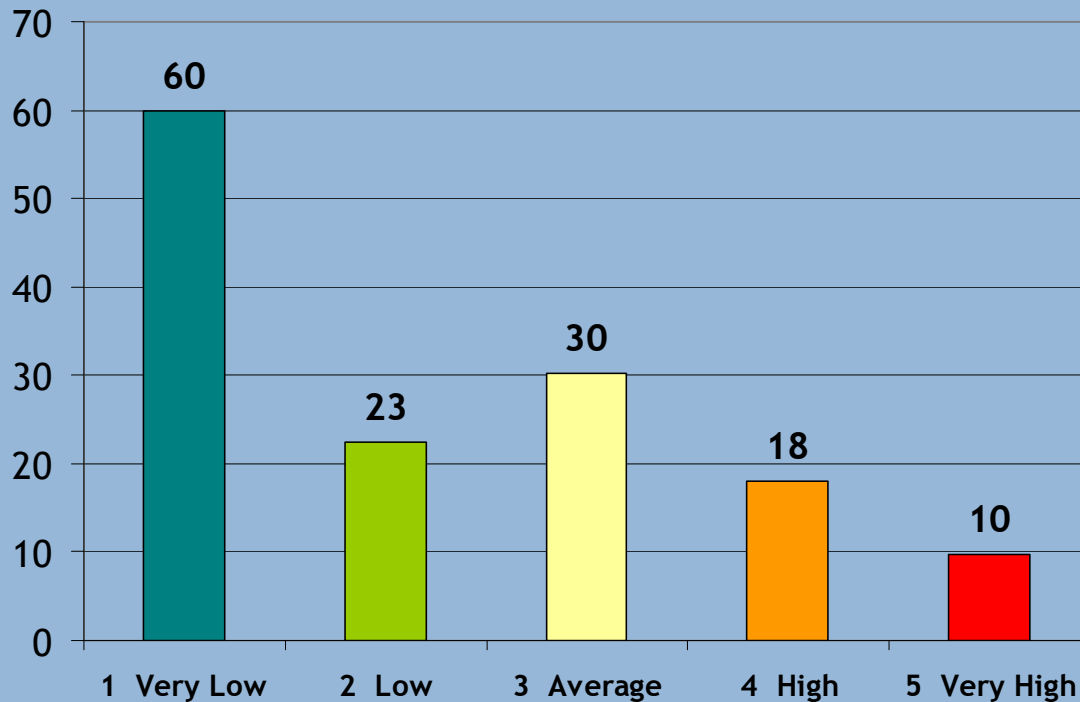- **Density = Jobs + housing per acre at place of residence**
- **Higher density = lower VMT**

VMT Grouping

(Chart values: 1 Very Low = 28, 2 Low = 13, 3 Average = 6, 4 High = 4, 5 Very High = 3)
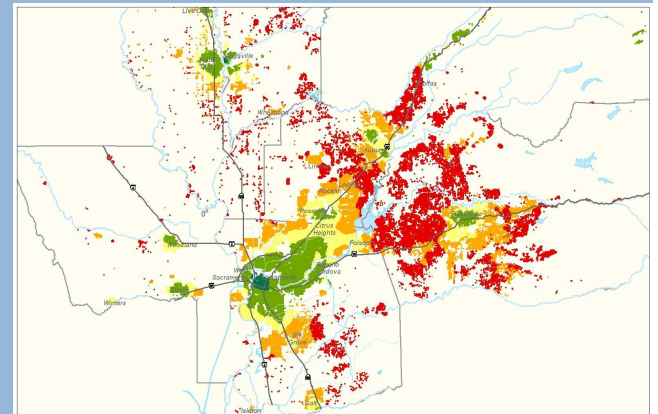
Street Pattern in Prototype Areas

- Street pattern = density of good intersections at place of residence
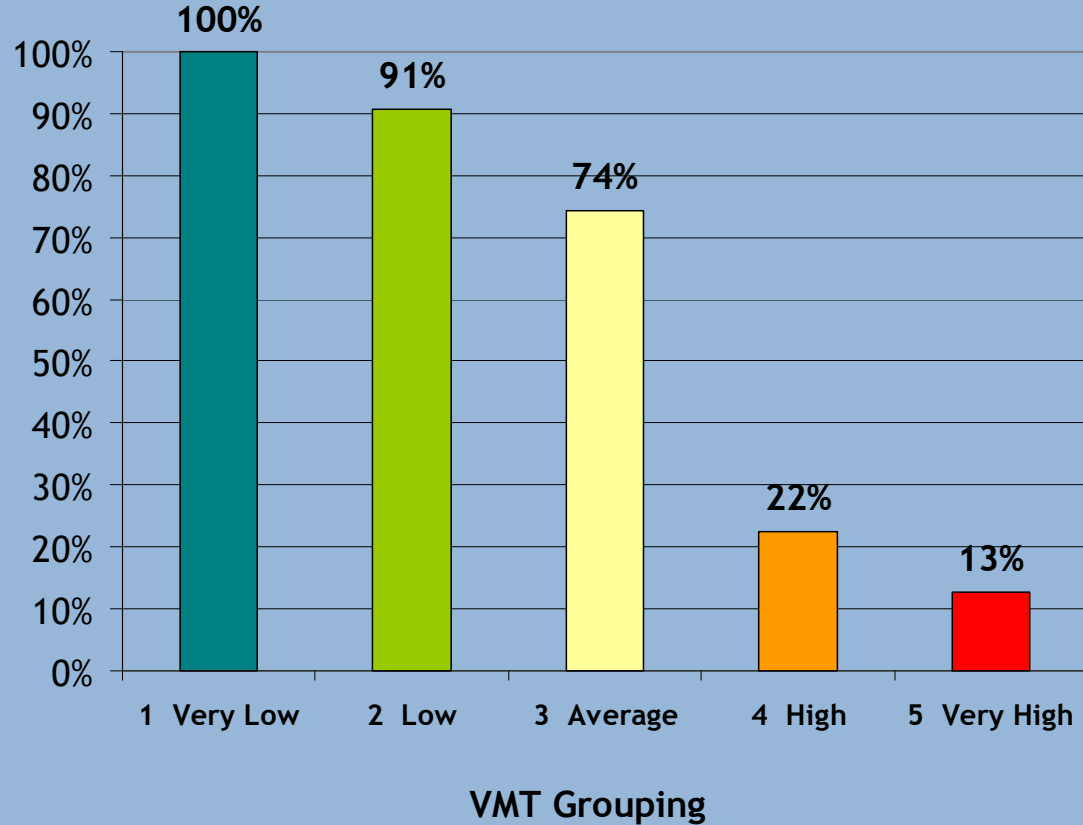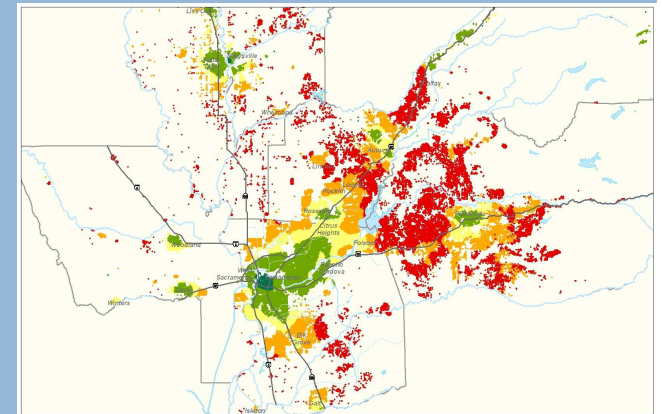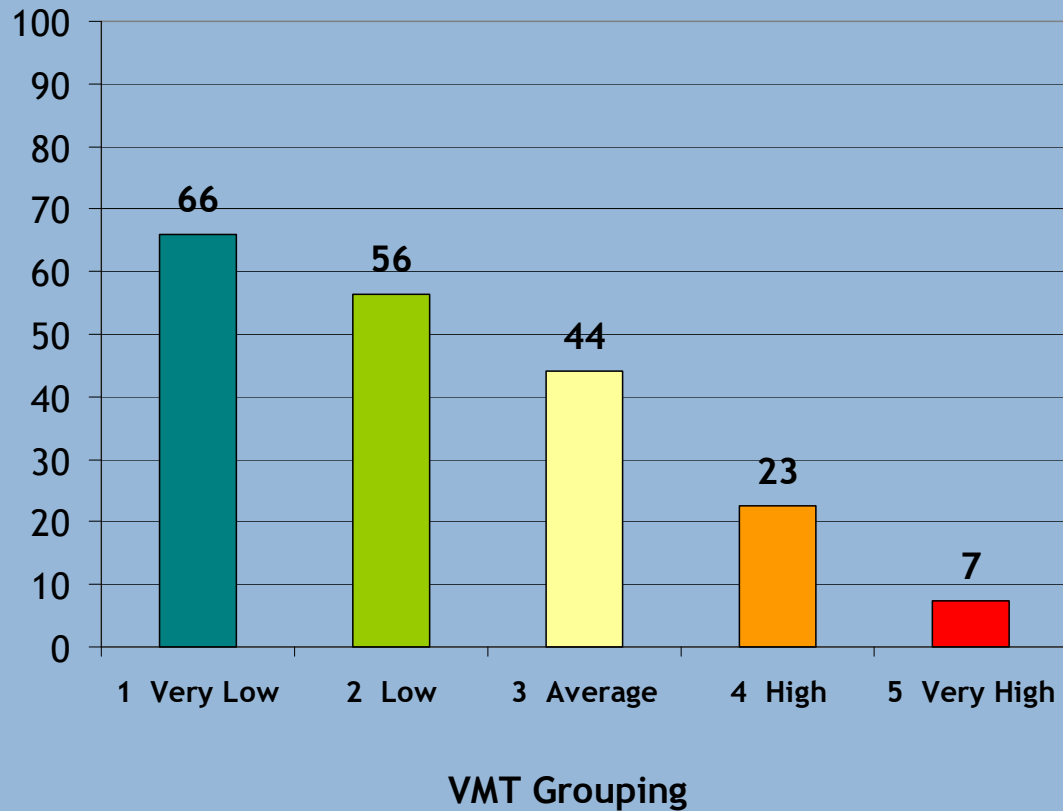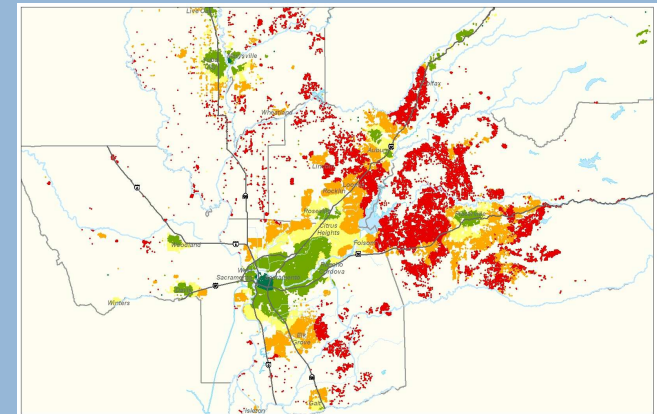- Better street pattern = lower VMT

VMT Grouping

Transit Proximity in Prototype Areas

- **Proximity = % of households within ¼ mile of nearest transit**
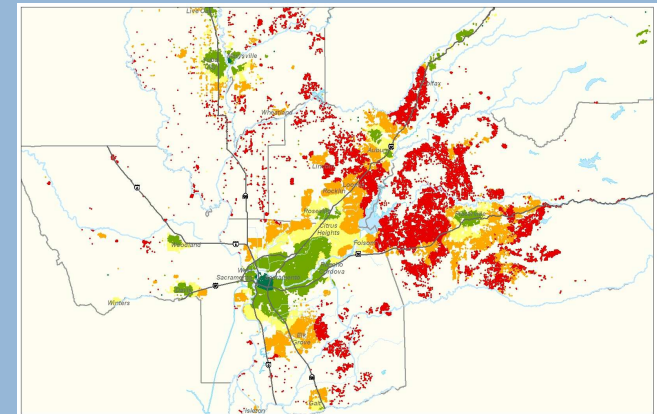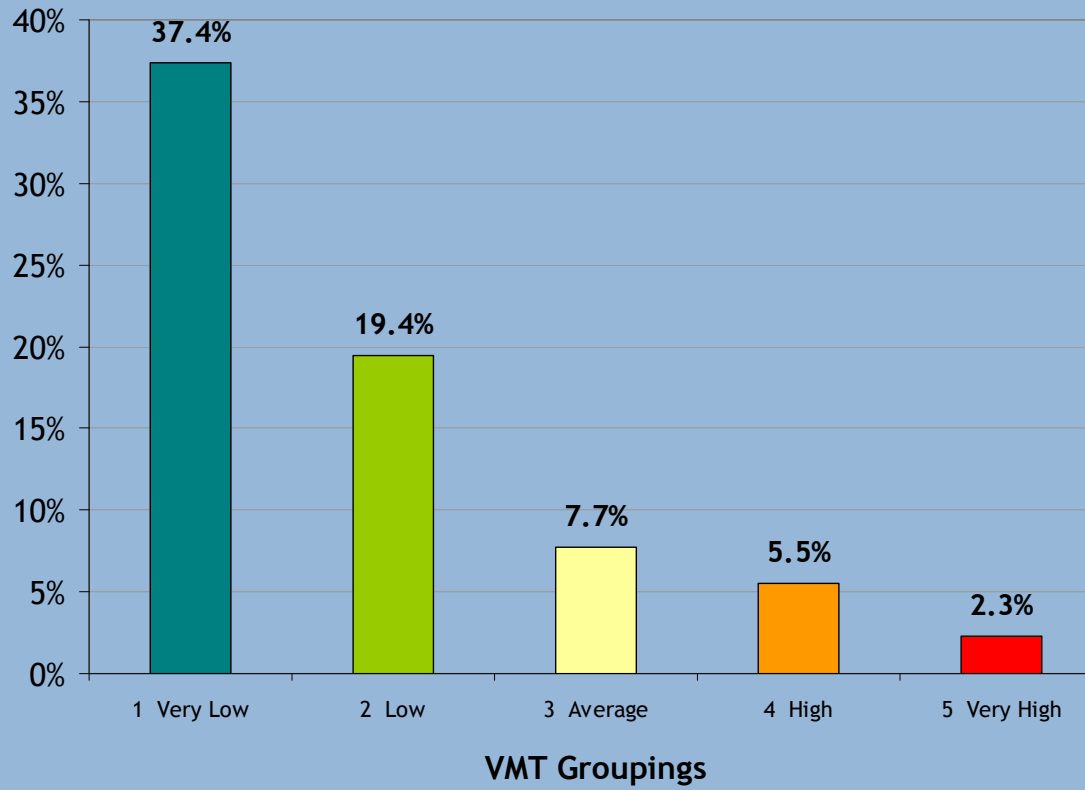- **Higher proximity = lower VMT**

Mix of Use in Prototype Areas

- **Mix Index = 0 (homogeneous development) to 100 (balanced mix)**
- **More balanced mix = lower VMT**

VMT Grouping

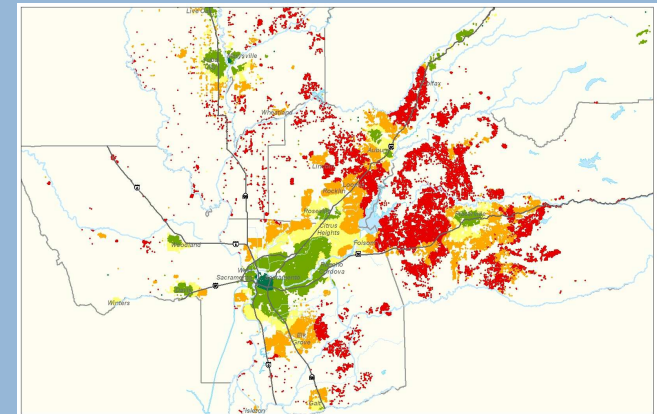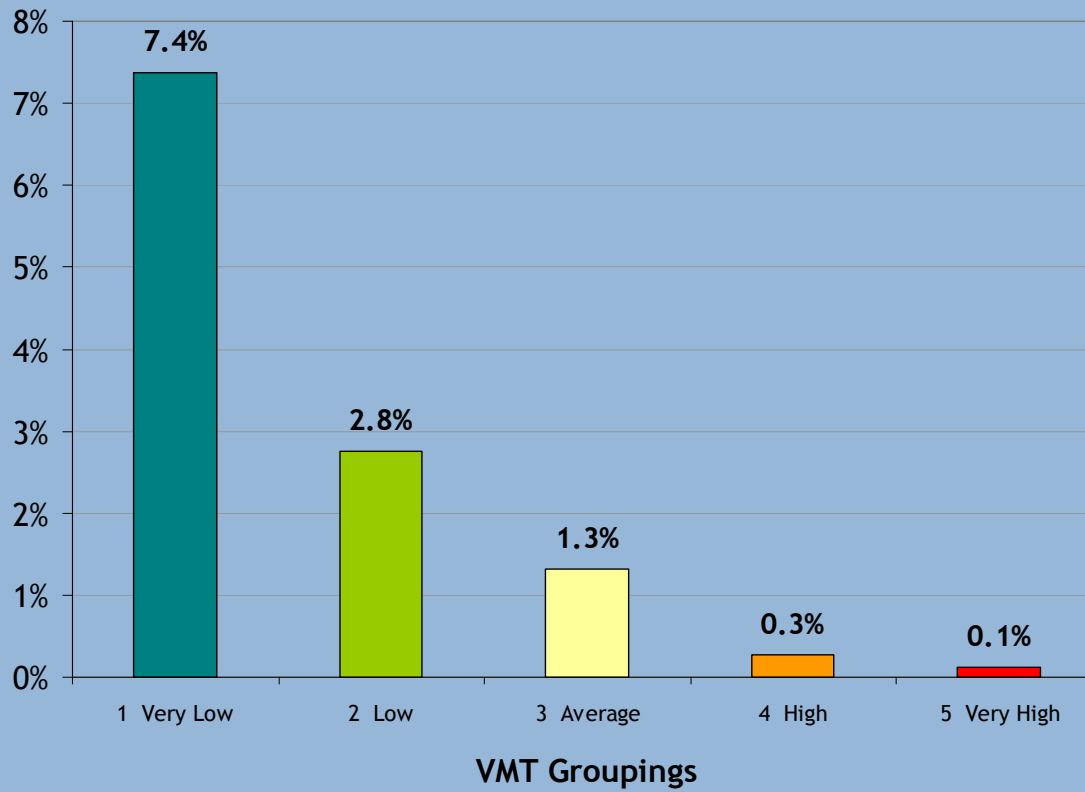# Bike/Walk Mode Share in Prototype Areas

- **Regional Average = 7.5 %**
- **Higher share in lower VMT areas**

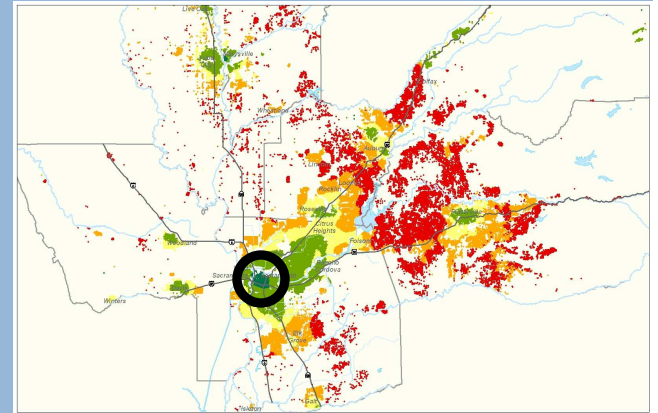# Transit Mode Share in Prototype Areas

- Regional Average = 1.2 %
- Higher share in lower VMT areas

Chart: Transit mode share by VMT Groupings
- 1 Very Low: 7.4%
- 2 Low: 2.8%
- 3 Average: 1.3%
- 4 High: 0.3%
- 5 Very High: 0.1%

X-axis: VMT Groupings

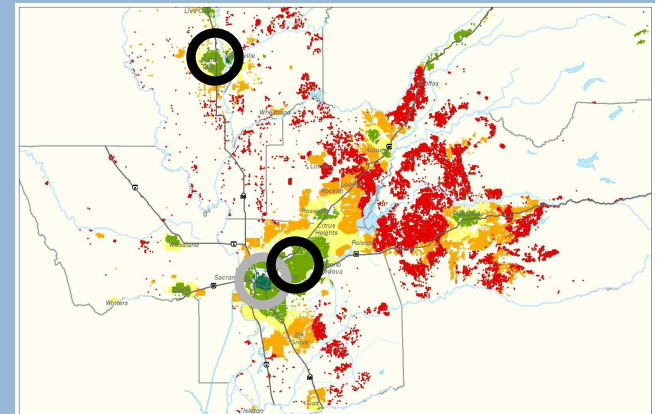# Drill Down into Lower VMT Prototype Areas (Groups 1 and 2)

- Very Low VMT area (Group 1)
  - Midtown Sacramento

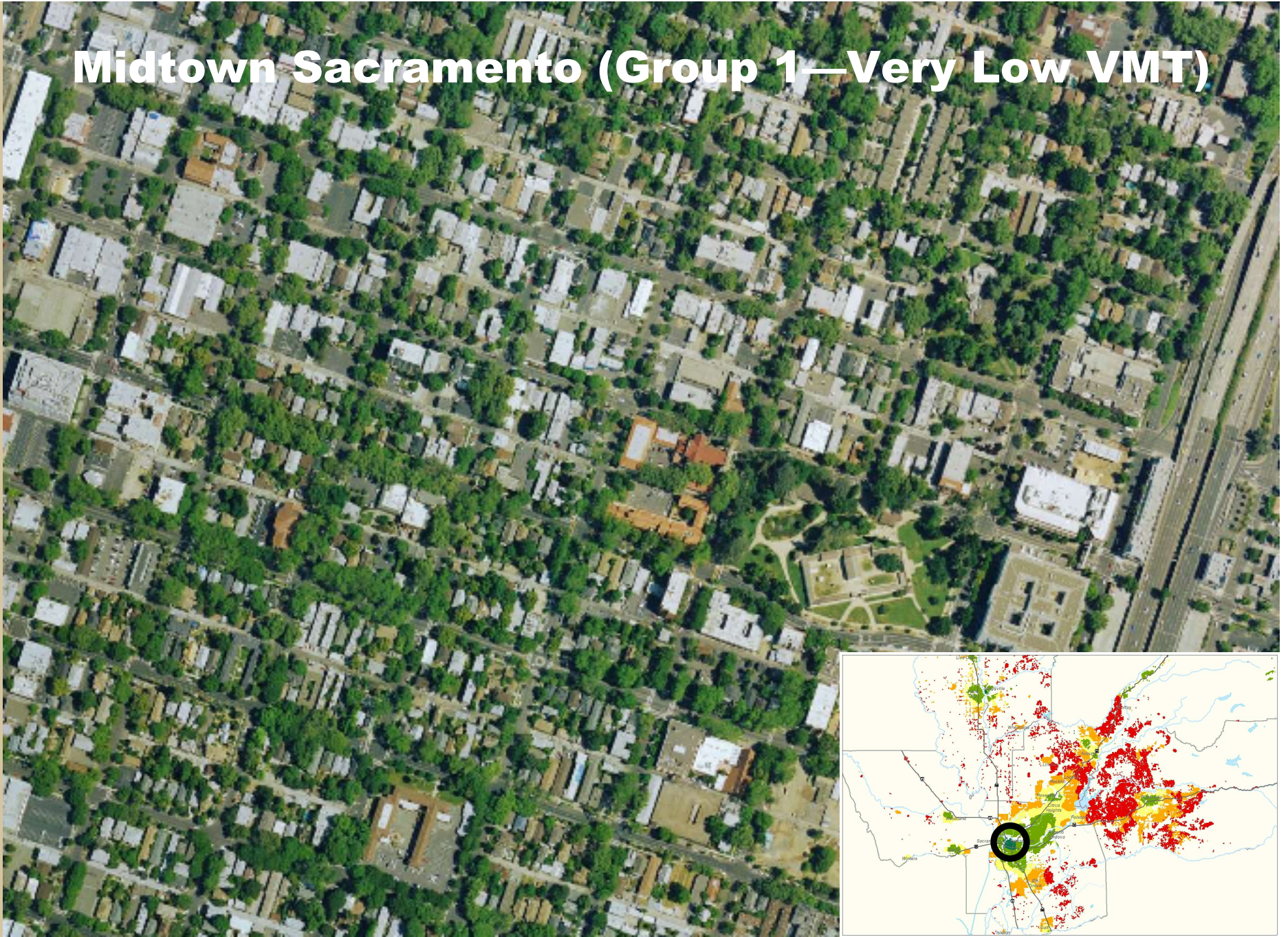# Drill Down into Lower VMT Prototype Areas (Groups 1 and 2)

- Very Low VMT area (Group 1)
  – Midtown Sacramento

- Low VMT areas (Group 2)
  – Arden Arcade
  – Yuba City

Midtown Sacramento (Group 1—Very Low VMT)
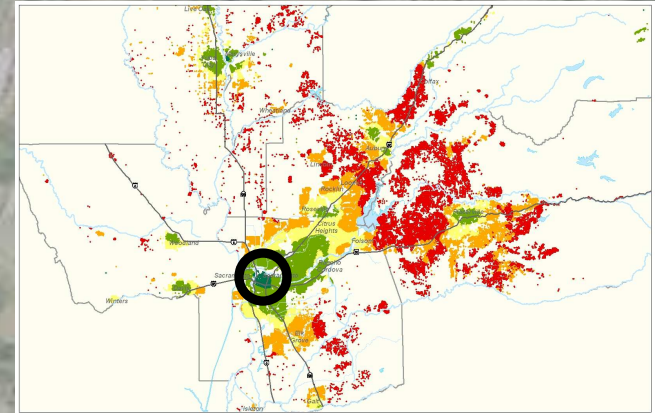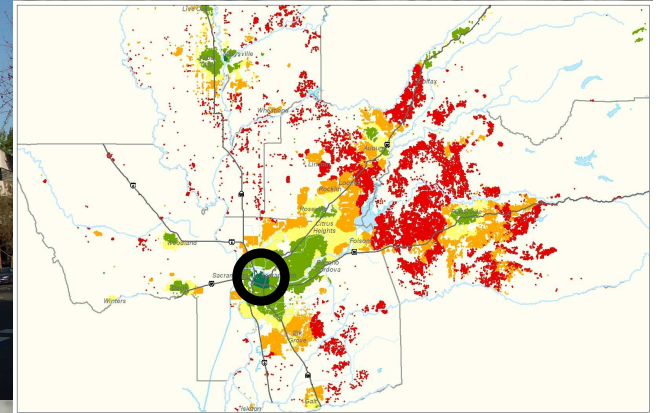
Midtown Sacramento—Land Use

- ## Adjacent to CBD

- ## Mixed office, retail, residential

- ## Small-lot single family + apartments

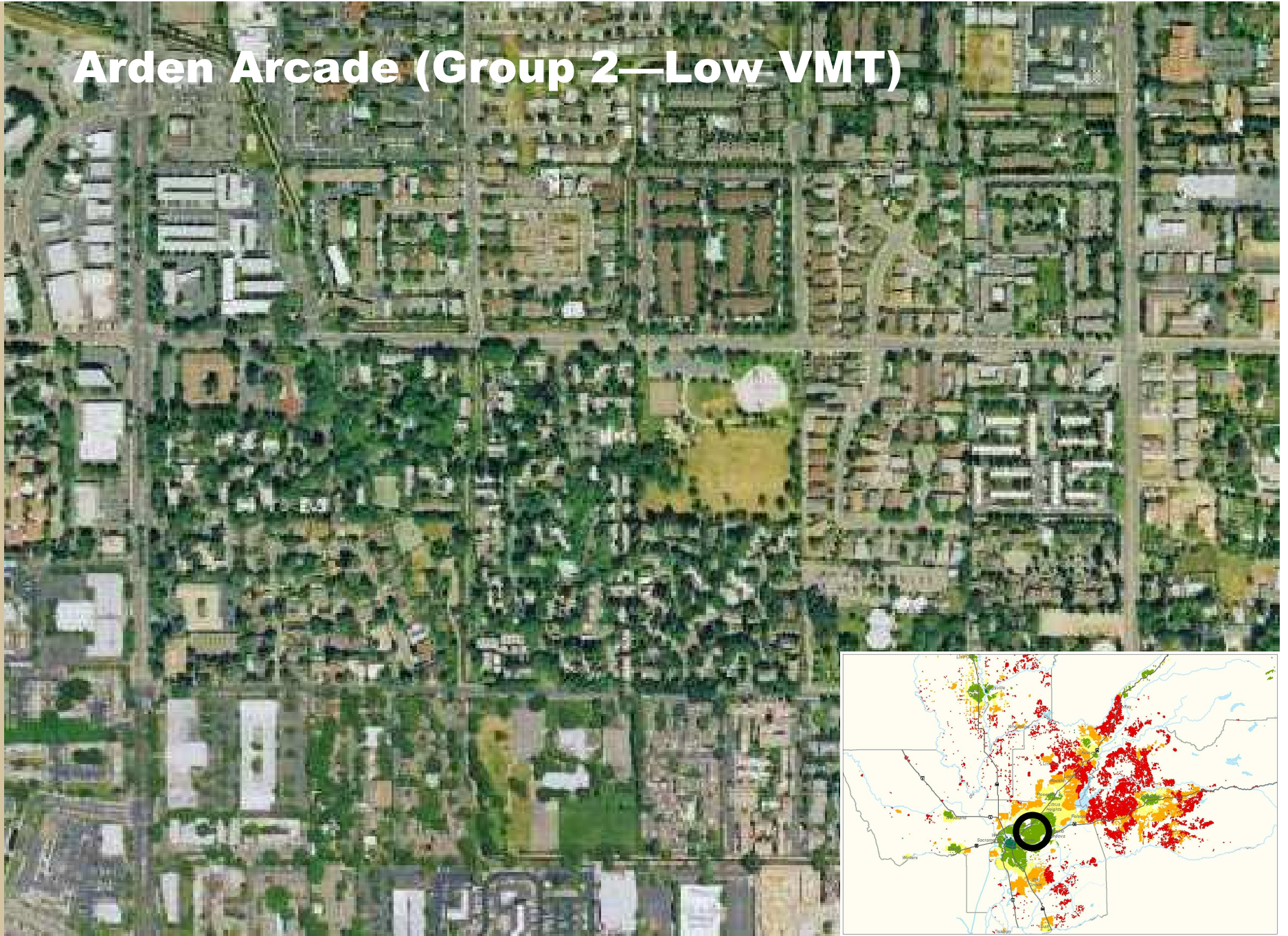- ## Small blocks, grid pattern

- ## High frequency transit

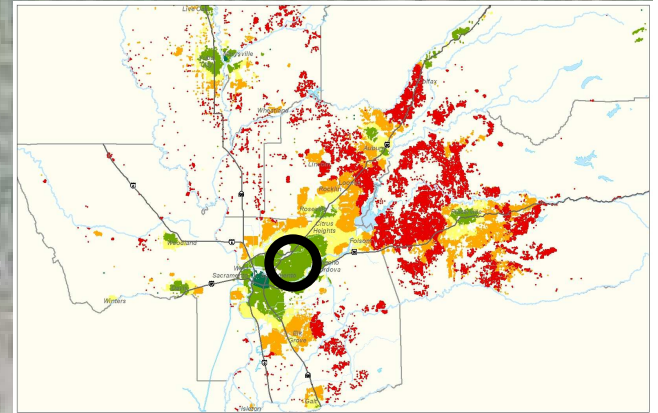# Midtown Sacramento—Development Types

Arden Arcade (Group 2—Low VMT)
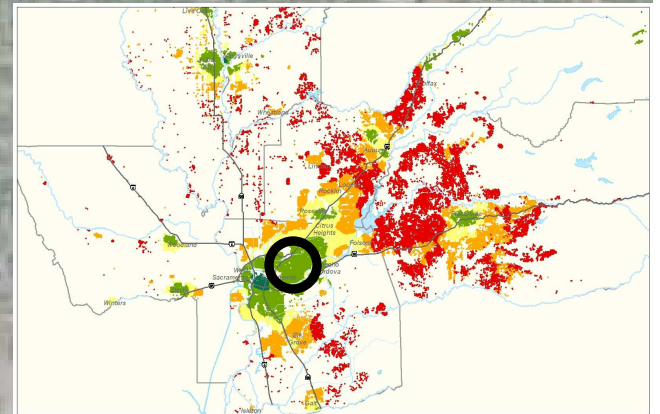
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Arden Arcade—Land Use

- Inner suburban, 5 miles from CBD

- Low/medium density retail and commercial strip

- Large-lot single family + some large scale multi-family

- Large blocks, fragmented street pattern

- High frequency transit

Arden Arcade—Development Types

Central Yuba City (Group 2—Low VMT)
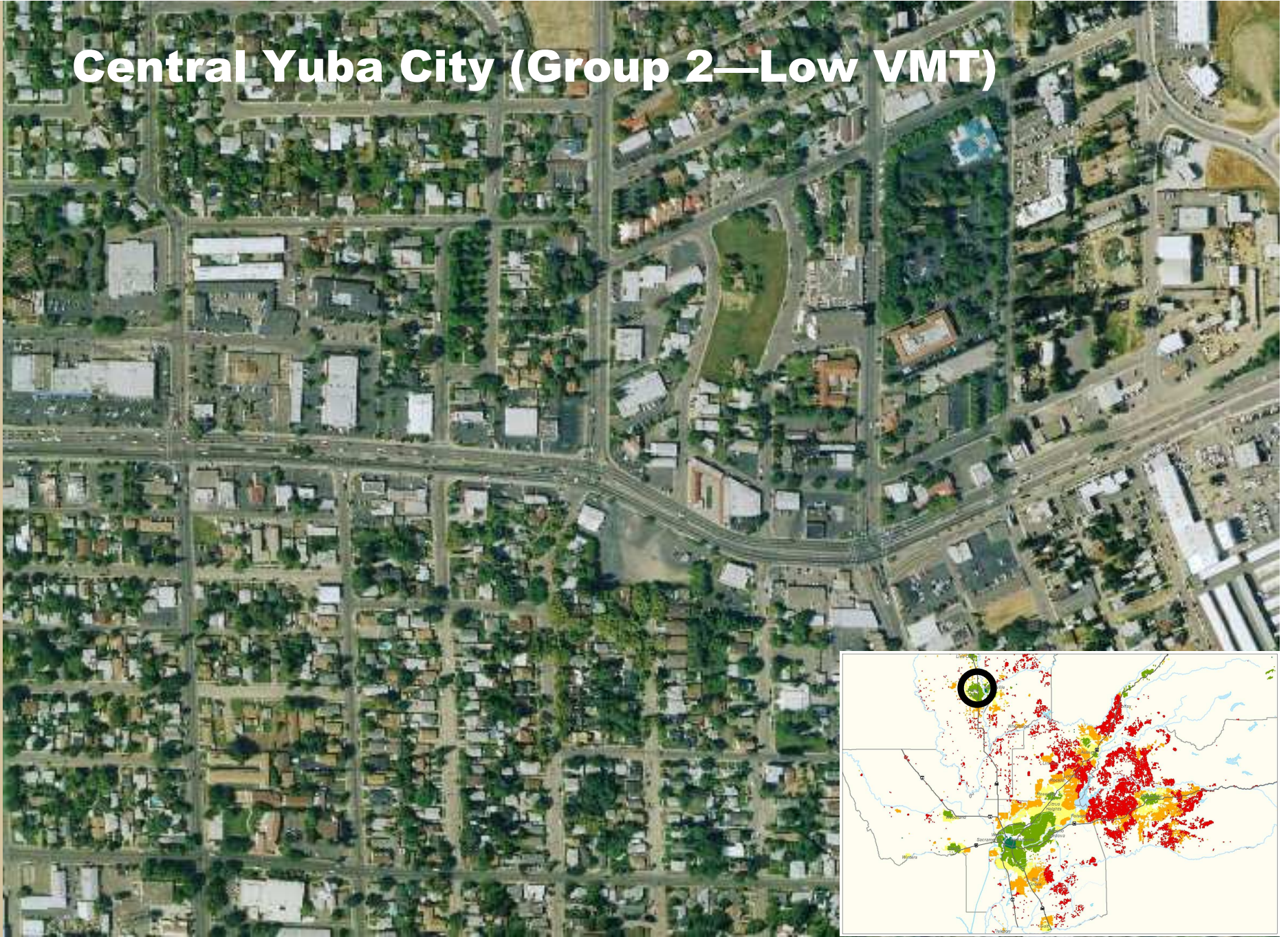
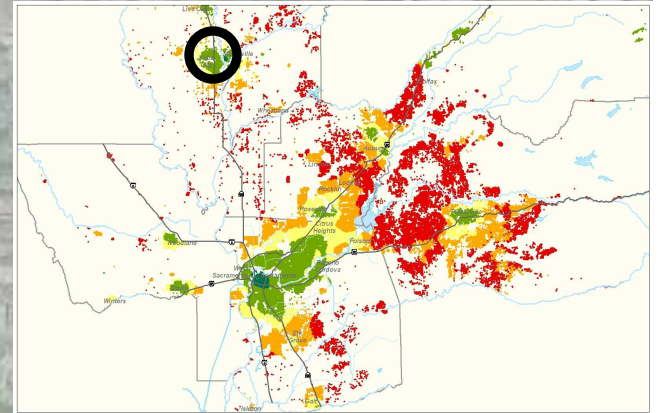Sacramento Area Council of Governments

Central Yuba City—Land Use

- **Historic farm-market town**

- **Strip commercial and large lot single family residential**

- **Medium street grid in residential, large blocks in commercial and retail areas**

- **Low frequency transit**

Central Yuba City—Development Types
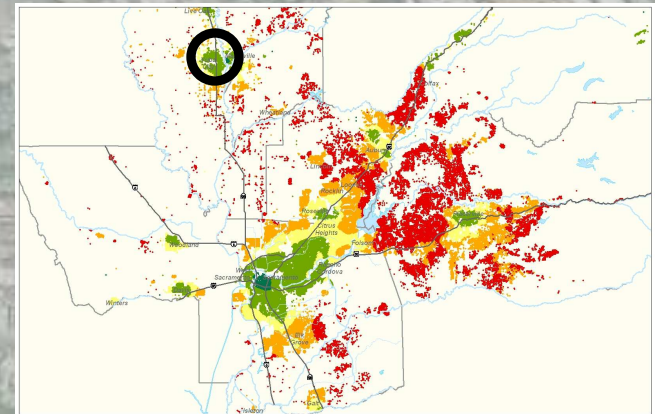
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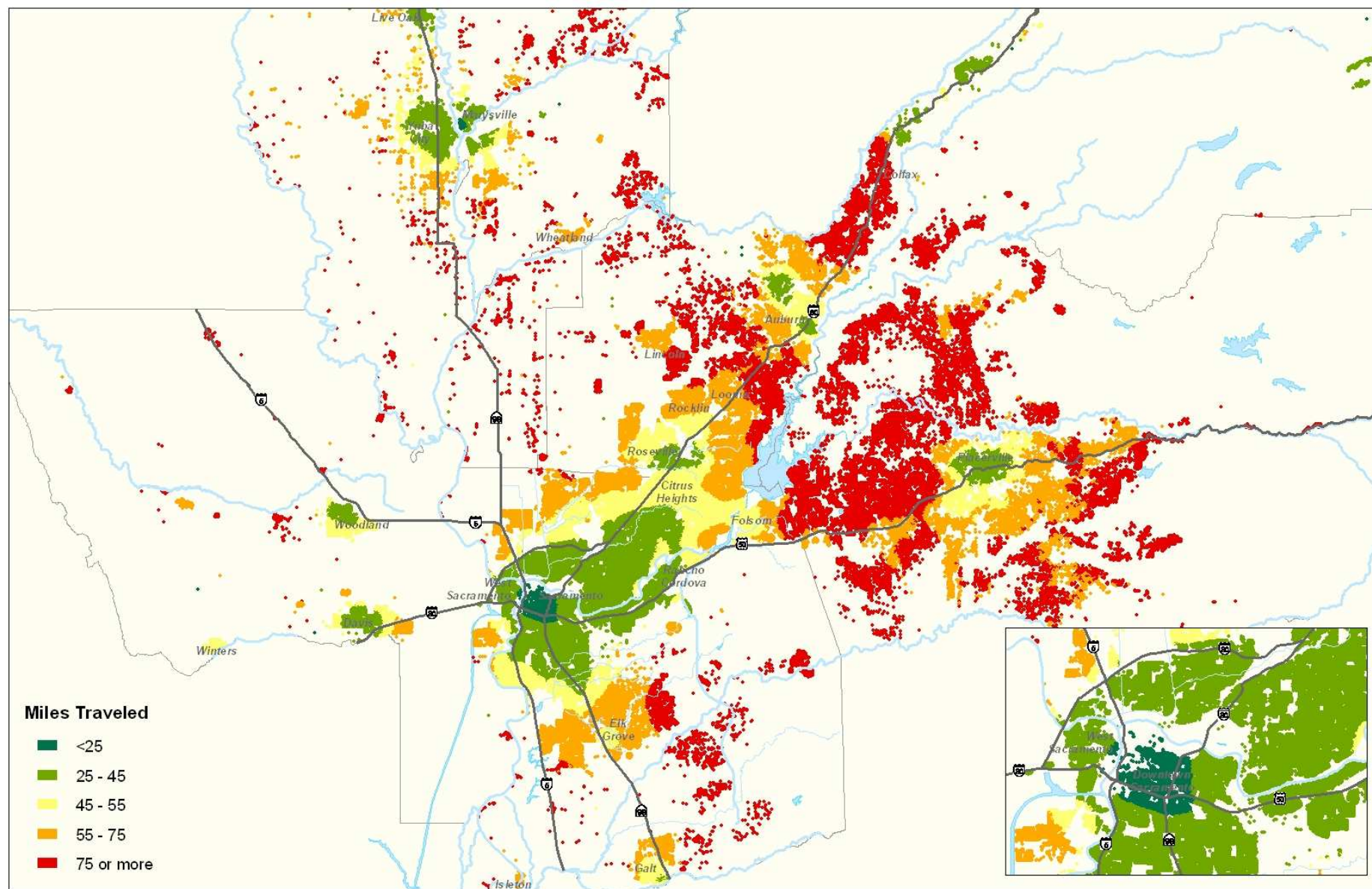
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Areas of Improvement: 2005 VMT / HH

Roseville/Rocklin/Lincoln:

Miles Traveled
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Areas of Improvement: 2035 MTP VMT / HH

Roseville/Rocklin/Lincoln:

Red > Orange

Orange > Yellow

Yellow > Green

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Folsom/El Dorado Hills

Miles Traveled
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Areas of Improvement: 2035 MTP VMT / HH

Folsom/El Dorado Hills

Red > Orange

Orange > Yellow

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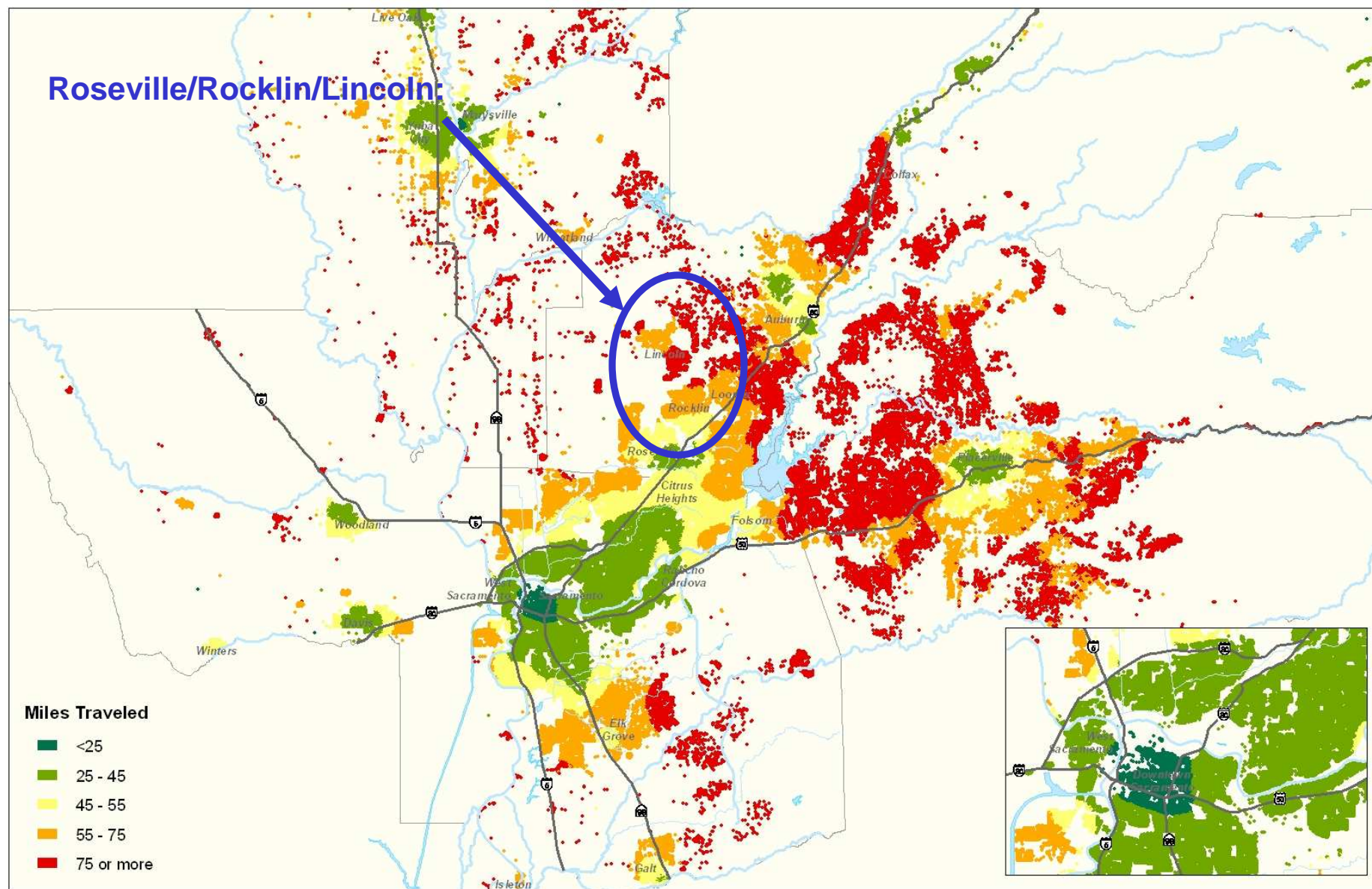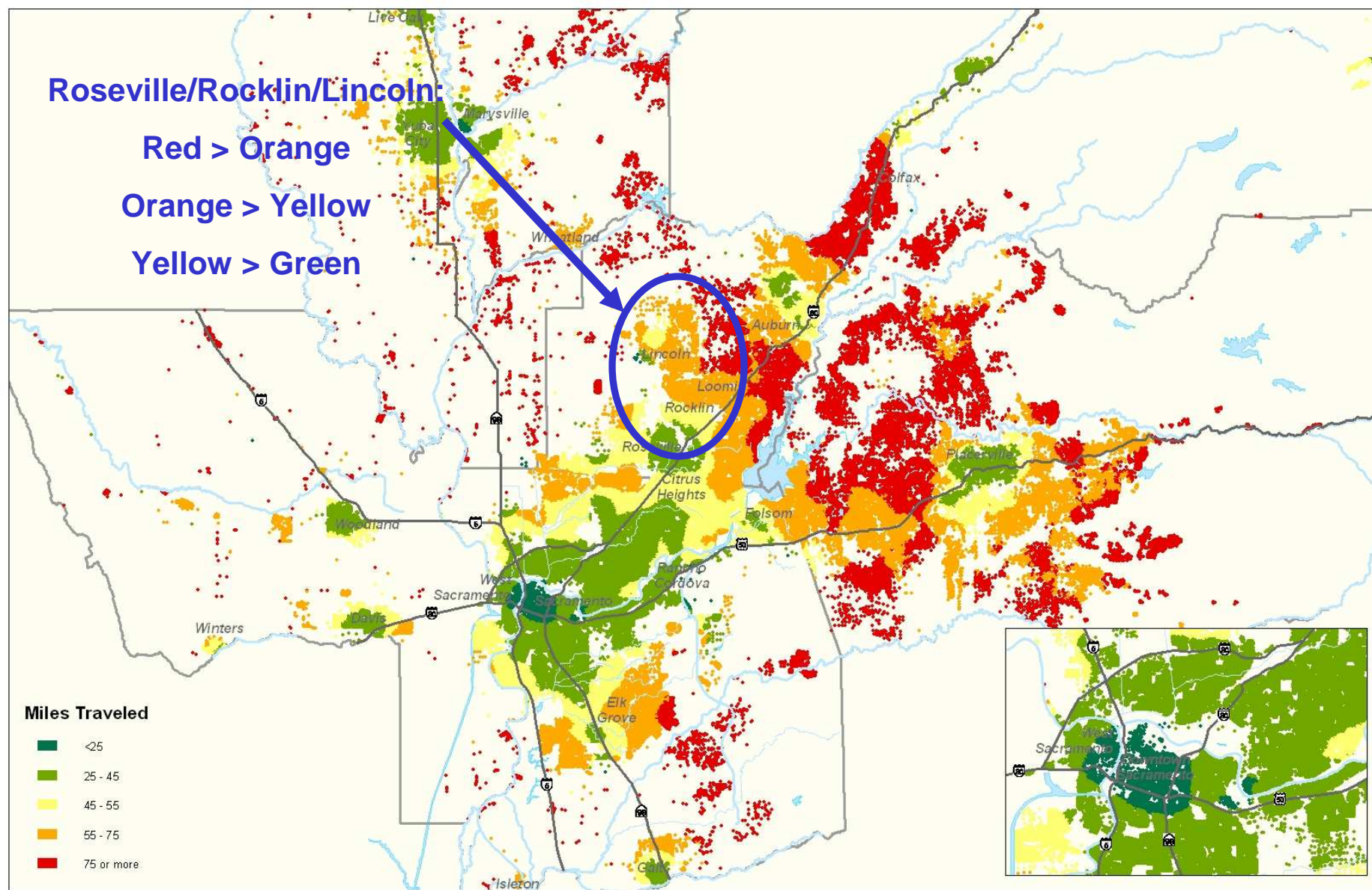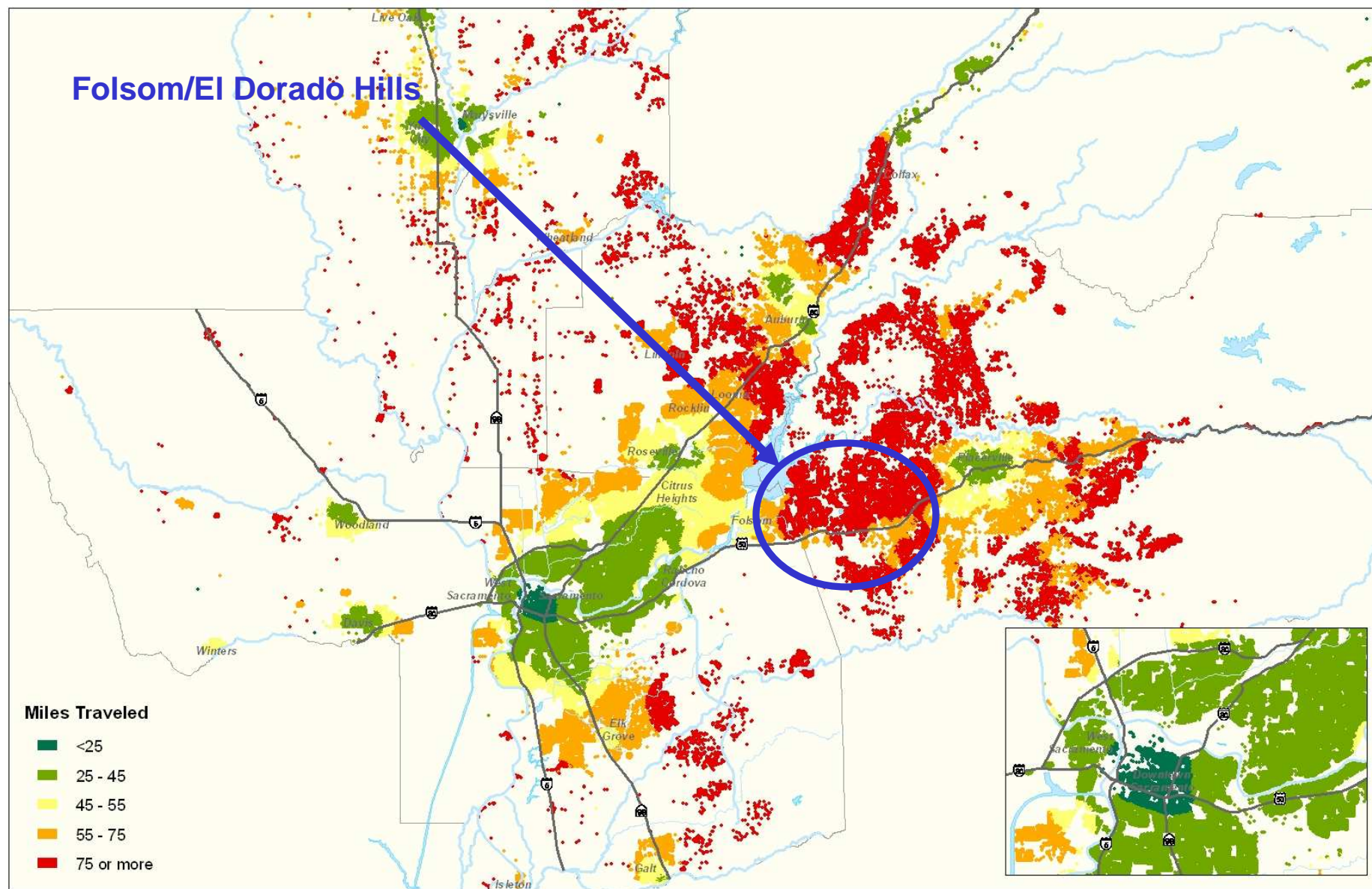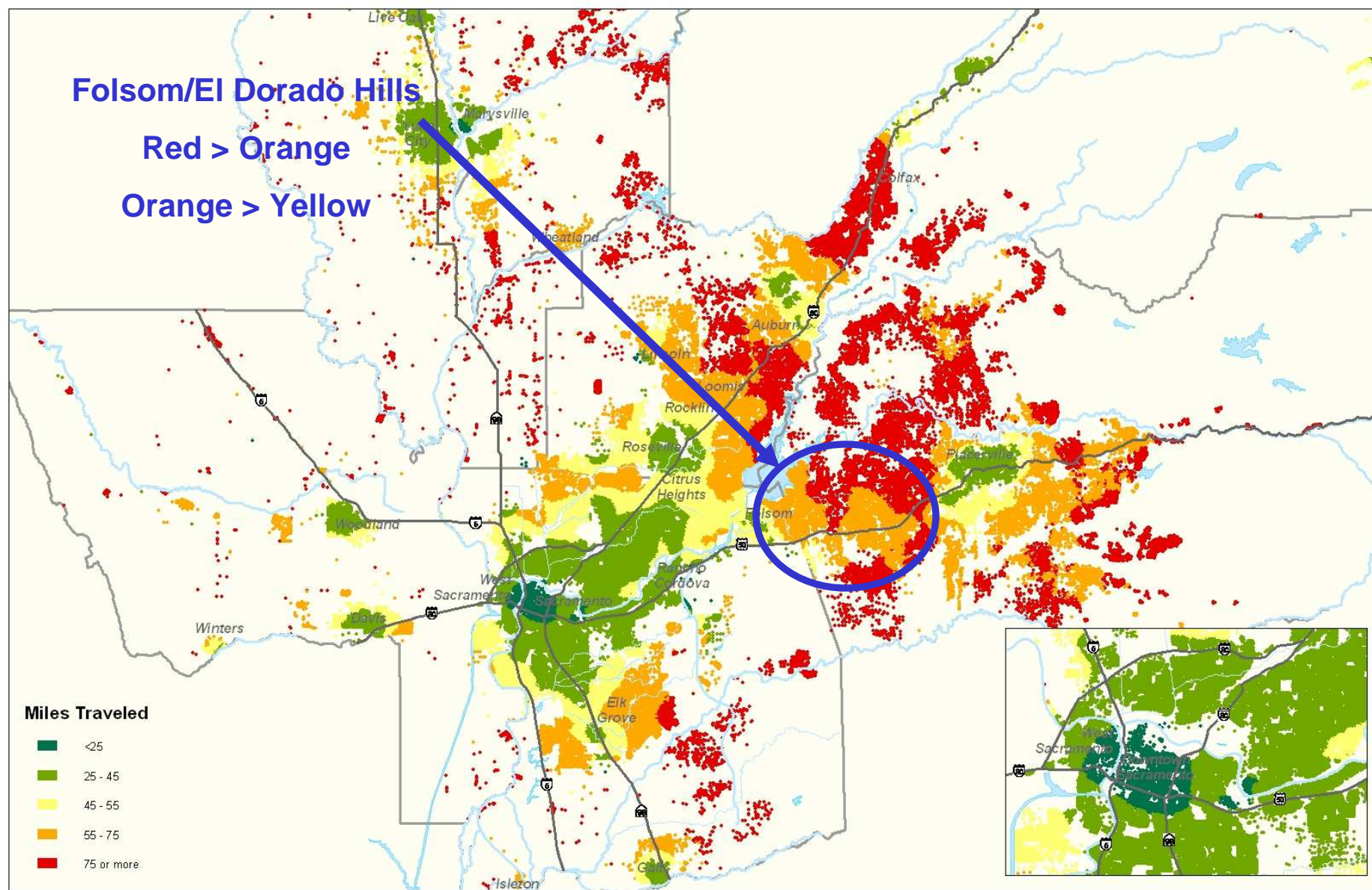
Areas of Improvement: 2005 VMT / HH

Railyards and West Sacramento:
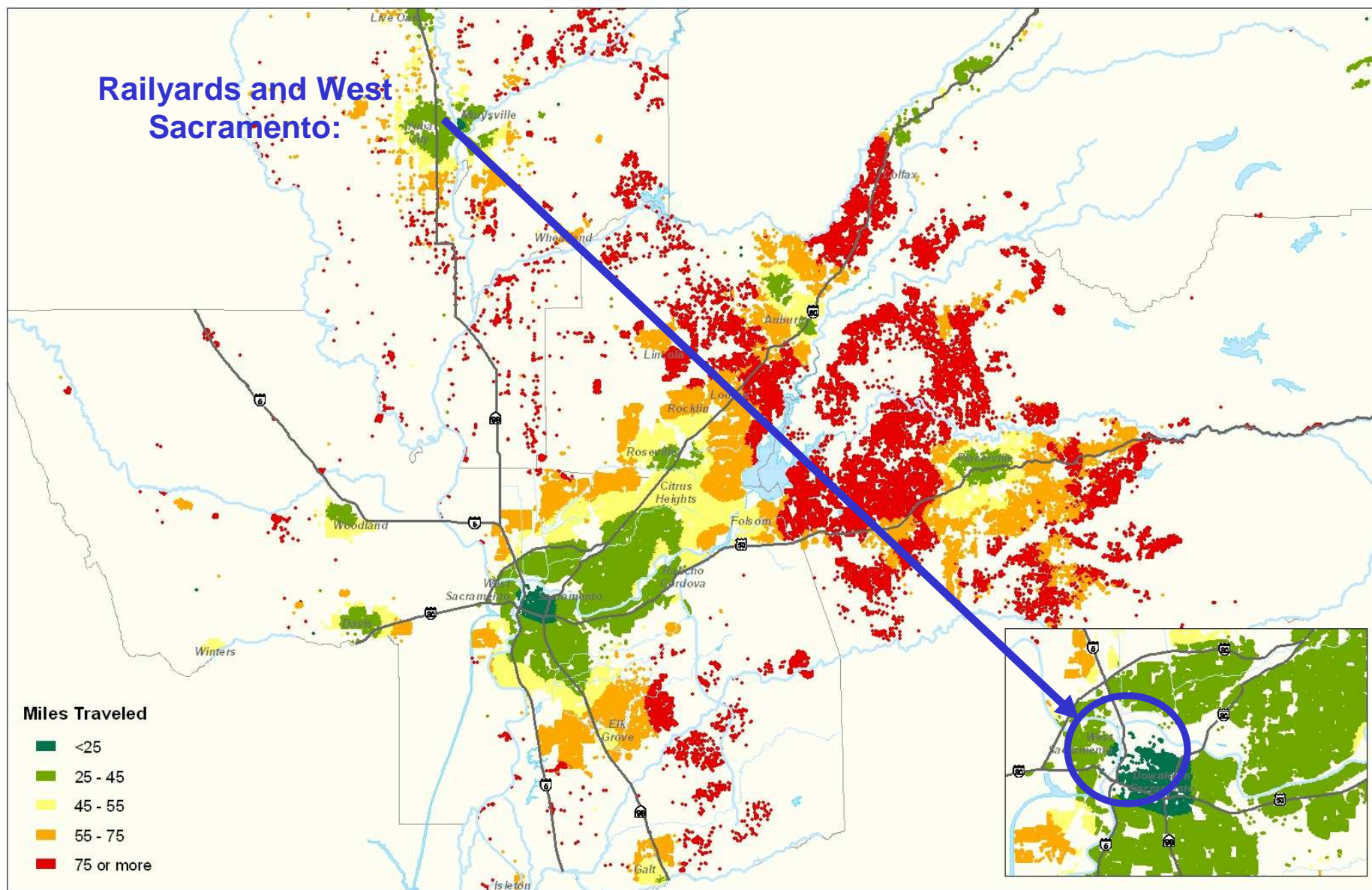
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Railyards and West Sacramento:

Dark Green area expands

Miles Traveled
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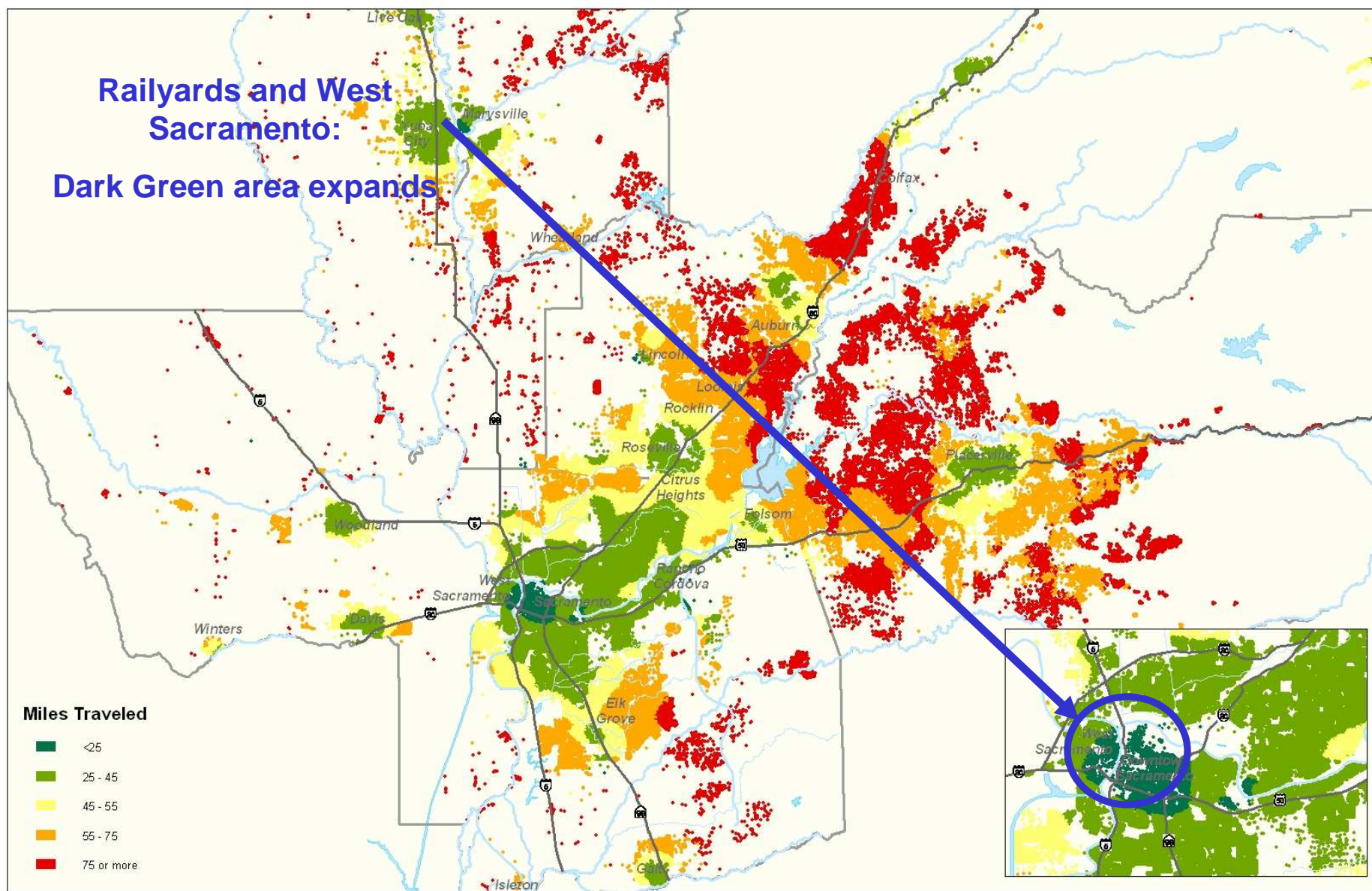
Regional Baseball Analogy

- **From Christopher Leinberger**
- **Unique roles for cities within a region**
- **Not "one size fits all"**

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Edgeless City

Edge City

Industrial/Distribution/
Airport

Outfield:
Drivable Sub-urban

Suburban Town
Center

Infield:
Walkable Urban

Downtown

Lifestyle Center

Downtown Adjacent

Manager: Metropolitan
Umbrella Organization

Competition: The Rest
Of the World's Metro Areas

Industrial Area

Each position has unique skills, rarely competes directly with one another and each wins when all wins